

Flying

CAP FLIGHT MANAGEMENT

CAP Regulation 60-1, 1 August 1998, is changed as follows:

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NOTE: Bars in the margins identify updated information.

OPR: DOV

Distribution: In accordance with CAPR 5-4.

Chapter 1

GENERAL INFORMATION

1-1. Purpose and Scope. This regulation prescribes national standardization for the CAP flight management program.

1-2. Responsibilities. All commanders and members are responsible for strict enforcement and compliance with the provisions of this regulation as well as the management of risks associated with flight and mission accomplishment. More detail on risk management may be found in CAPR 55-1, *CAP Operational Mission Procedures*.

1-3. Supplements and/or Operating Instructions. No supplements or operating instructions (OIs) to this regulation may be issued by any unit below wing level except the Congressional Squadron.

a. Supplements or OIs must be consistent with the intent of national standardization of the CAP flight management program and cannot reduce the requirements of this regulation.

b. Proposed supplements, OIs, or changes thereto, shall be submitted to National Headquarters, CAP/DO for approval prior to issuance. If this regulation revision affects a currently approved supplement or OI, the affected supplement or OI shall be updated and submitted for approval within 6 months after the effective date of this regulation.

c. Wings operating hot air balloons in CAP flight activities shall publish flight management and operating procedures in a supplement to this regulation IAW paragraph 1-3.b. above.

1-4. USAF Assigned Missions. The CAP, as the civilian auxiliary of the USAF, is authorized to perform certain assigned missions of the Air Force. These missions may either be reimbursable or nonreimbursable, depending upon the particular mission. Additionally, the CAP may be authorized by the USAF to provide services to other federal, state, local, and private agencies.

The Air Force determines which missions the CAP will perform as USAF missions on behalf of the Air Force and other agencies. USAF missions in CAP aircraft include all flights to, from, and in conjunction with the assigned mission. All CAP missions assigned by the Air Force, whether in support of the Air Force or other agencies, will be issued an Air Force mission number or symbol.

1-5. CAP Corporate Missions. The CAP Corporation determines which missions the CAP will perform as CAP corporate missions. CAP corporate missions in CAP aircraft include all flights to, from, and in conjunction with the specified mission.

1-6. Explanation of Terms. The following terms and acronyms used throughout this regulation are defined and explained as follows:

a. CAP Aircraft. Any aircraft (either member owned/furnished or CAP corporate) used in a CAP flight activity.

b. CAP Corporate Aircraft. Any aircraft owned by and registered to CAP and any aircraft under an exclusive lease to CAP.

c. CAP Pilot. A CAP member holding an FAA pilot certificate who is authorized to operate CAP aircraft on CAP flight activities.

d. CAP Flight Activity. Any flight activity authorized by this regulation performed by CAP aircraft.

e. USAF Assigned Reimbursable Mission. Any CAP flight activity flown under an Air Force mission number and/or Air Force mission symbol for which Air Force reimbursement is provided.

f. USAF Assigned Nonreimbursable Mission. Any CAP flight activity flown under an Air Force mission symbol for which Air Force reimbursement is not provided.

g. CAP Corporate Mission. Any HQ CAP approved mission performed by CAP which is not an Air Force assigned mission.

h. Official CAP Purpose. The use of CAP aircraft for USAF assigned and/or CAP corporate missions.

i. Over-water Flights. Any flight beyond gliding distance of land.

j. Personal Use. Any use of CAP aircraft where the primary purpose is for personal benefit rather than for the benefit of CAP.

k. Flight Crew. A flight crew includes each person acting as a pilot, observer, scanner, instructor or check pilot or performing other assigned duties in an aircraft in flight during a CAP flight activity.

l. Crew Member. A person acting as a pilot, observer, scanner, instructor or check pilot or performing other assigned duties in an aircraft in flight during a CAP flight activity.

Chapter 2

GENERAL OPERATING RULES

2-1. General. To ensure the safe and efficient conduct of CAP flight activities, it is necessary to establish certain general operating rules, policies, and procedures. The following apply to all CAP flight activities:

a. CAP aircraft may be used only for an official CAP purpose.

b. Smoking is prohibited on CAP aircraft at all times.

c. Only CAP pilots (powered aircraft) or FAA certificated mechanics may start, taxi, or otherwise operate CAP aircraft in ground operations.

d. All CAP corporate aircraft (except gliders) shall carry a functional fire extinguisher.

e. Seat belts shall be worn by all occupants at all times.

f. Shoulder harnesses shall be worn by all occupants whose seats are so equipped during takeoff, landing, and anytime the aircraft is operated within 1,000 feet of the surface.

g. An FAA flight plan shall be filed, prior to takeoff for all cross-country flights of more than 50 nautical miles distance, except those flights where CAPFs 84, *Counternarcotics Mission Flight Plan/Briefing Form*, or 104, *Mission Flight Plan/Briefing Form--Mission Debriefing Form*, is required.

h. No more than eight persons, including crew members, are permitted on any CAP aircraft.

i. On aircraft used for over-water flights (except short durations such as takeoff, approach, and landing) each occupant will wear an individual flotation life vest. The aircraft will also contain inflatable rafts of sufficient number and size to accommodate all occupants and at least one pyrotechnic signaling device.

j. "Hand propped" starts shall be accomplished only with a qualified CAP pilot (powered aircraft) or FAA certificated mechanic at the aircraft controls and with a qualified individual conducting the propping.

k. Training or flight checks shall only be conducted in aircraft equipped with operable dual controls. Exceptions may be granted in writing by the wing or region commander to accomplish flight checks for a specifically identified member in a member-owned aircraft, provided the check pilot administering the flight check determines it can be safely accomplished.

l. No charge may be made for any ground or flight training or flight checks accomplished in accordance with this regulation, except that designated pilot examiners may charge their customary fee when conducting a practical test for issuance of a FAA pilot certificate or rating.

m. The limitations, procedures, performance data, etc., contained in the appropriate aircraft operating publications (*Airplane Flight Manual*, *Pilot's Operating Handbook*, *Flight Handbook*, *Owner's Manual*, *Information Manual*, checklists, etc.) shall be adhered to while operating CAP aircraft. All aircraft checklists will be in accordance with the appropriate FAA approved *Pilot Operating Handbook*, *Aircraft Owners Manual* or

any other FAA approved checklists. Checklist use is mandatory in CAP aircraft.

n. Individuals holding a FAA recreational pilot certificate are restricted from CAP flight activities.

2-2. Authorized Airfields. Unless otherwise authorized, CAP aircraft may operate to and from the following:

a. Civilian airports listed in the current FAA Airport/Facility Directory.

b. Other civilian airfields for which prior written permission has been obtained from both the owner/operator and either the Executive Director, region commander, or wing commander depending on the level of aircraft assignment.

c. USAF and Other Military Airfields. For official purposes only, CAP aircraft may be authorized to land at USAF and other military airfields, provided there are no adequate civil facilities within reasonable proximity of the requested military airfield. When on an Air Force-directed mission, advance permission must be obtained through the military organization being supported. For other official CAP purposes, landing requests must be obtained through the military organization being supported and the appropriate wing liaison office:

(1) 45 days in advance for member-owned/furnished aircraft.

(2) 5 working days in advance for CAP corporate aircraft unless other specific arrangements have been made with a particular military airfield.

2-3. Required Airworthiness Certificate. Aircraft used on CAP flight activities must have a current FAA airworthiness certificate. Ultralight, aerolight, hang glider and similar aircraft, autogyros and gyrocopters, experimental, primary category, home-built, and single seat powered aircraft are not authorized for use on any CAP flight activity.

2-4. Prohibited Uses of CAP Aircraft. The following uses of CAP aircraft are prohibited:

a. Personal use.

b. Acrobatic flight.

c. Parachuting activities.

d. Any use requiring a FAA special flight permit (except ferry permits).

e. Flying in air shows unless authorized in writing by the National Executive Director.

f. Formation flying unless authorized in writing by the region commander or the Executive Director for National Headquarters (except low-level route surveys flown with a minimum of one-half mile spacing and wing commander approval).

g. Dropping of objects unless such action is to prevent loss of life.

h. Assistance to law enforcement officers, except as provided for in CAPR 55-1, *CAP Emergency Services/Mission Procedures*.

section, the individual pilot will be suspended from all flight activities.

2-12. FAR Exemptions. CAP has two exemptions granted by the FAA. An exemption to FAR 61.113 allows our pilots to obtain reimbursement as a private pilot and an exemption to FAR 91.501 which provides a tool for CAP to comply with specific FAR requirements regarding certain transportation flights. See Attachment 13 for details.

2-13. Aircraft Information File. Each wing will establish a standard Aircraft Information File. This file will be onboard the aircraft during all flight operations. As a minimum it should contain:

- a. An indexed table of contents
- b. A flight log
- c. Airworthiness status
- d. Discrepancies
- e. VOR checks
- f. Weight and balance information
- g. A channel index for CAP communication radios
- h. Current copy of CAPR 60-1
- i. Appropriate CAP forms
- j. Mishap notification procedures

2-14. Flight Time and Duty Limitations. A flight crew shall not be scheduled for more than a 14-hour duty day, nor more than 8 flight hours during the duty day. A crew duty day begins when the member reports to the CAP activity or 1 hour before start of the first flight, whichever occurs first. The crew duty day ends 1 hour after completion of the last flight of the day. The crew member must have at least 10 hours rest between crew duty days. The crew member will consider fatigue level and interruption of normal sleep cycles under the Operational Risk Management (ORM) concept before accepting a flight assignment. It shall be the crew member's responsibility to comply with this paragraph.

2-15. Crosswind Limitation. The maximum crosswind for operating CAP aircraft is that which is stated in the *POH* as the maximum demonstrated crosswind velocity.

2-16. Prohibited Equipment. The use of night vision devices by CAP personnel in CAP aircraft is prohibited.

2-17. Emergency Procedures Training Restrictions. Simulated emergency procedures will only be conducted during day, visual meteorological conditions. Unless initiated over a hard surface runway, with the intent to land, simulated forced landings will be discontinued prior to descending below 500 feet above the surface.

Chapter 3

PILOT QUALIFICATIONS AND REQUIREMENTS

3-1. General. This chapter prescribes aircrew qualifications and requirements to fly CAP aircraft.

3-2. Pilot Qualifications.

a. CAP Cadet Solo Pilot. The following basic requirements must be met to be qualified as a CAP cadet solo pilot in CAP aircraft:

- (1) Be an active CAP member at least 16 years of age (for balloon or glider be age 14 or older).
- (2) Possess a valid FAA student pilot certificate.
- (3) Possess a valid, current medical certificate (not required for gliders or balloons).
- (4) Have received the required instruction from a FAA certificated flight instructor (CFI/CFIG) and received a solo endorsement IAW FARs from a CAP instructor pilot.

b. CAP Pilot. The following basic requirements must be met to be qualified as a CAP pilot in CAP aircraft:

- (1) Be an active CAP member at least 17 years of age (16 years of age for CAP glider pilots).
- (2) Possess a valid FAA private, commercial or airline transport pilot certificate.
- (3) Possess a valid, current medical certificate (not required for gliders).
- (4) Satisfactorily complete a CAPF 5 flight check in an aircraft (in an appropriate group) within the preceding 12 months.
- (5) Complete an annual CAPF 5 written examination and annual aircraft questionnaires (Attachments 2 and 3) for each aircraft authorized to fly.

c. Instructor Pilot. The following requirements must be met to be qualified as a CAP instructor pilot in CAP aircraft.

- (1) Possess a current FAA certificated flight instructor certificate.
- (2) Be CAP current and qualified in the aircraft type.
- (3) Be designated in writing by the Executive Director, region or wing commander.

d. Check Pilot. The following requirements must be met to be designated as a CAP check pilot:

- (1) Be an active CAP pilot at least 18 years of age.
- (2) Possess a valid FAA airline transport pilot certificate or commercial certificate with an instrument rating (Instrument rating not required for glider check pilot).
- (3) Possess a current FAA CFI certificate for the appropriate category of aircraft. (In unusual situations, a written waiver to the CFI requirement may be granted by the appropriate region commander.)
- (4) Satisfactorily complete the National Check Pilot Standardization Course (NCPSC) prior to initial appointment and every 2 years thereafter. (Satisfactory completion of the NCPSC constitutes completion of the classroom instruction and a check ride, with a CAP check pilot approved by the wing stan/eval officer. (Course

length and check ride completion standards are stipulated by the current NCPSC.) (Successful completion of the NCPSC authorizes the graduate to wear the National Check Pilot Patch. The patch will be worn as an optional patch on the flight uniform.)

(5) Be current and qualified in at least the aircraft group used for any flight check. Individuals who do not possess a current medical certificate and can not maintain currency in group may function as a CAP check pilot as long as they are approved in writing by the region/wing commander and can show prior currency in CAP aircraft within the group aircraft in which they will be administering check flights.

(6) Be designated in writing as a check pilot by the Executive Director, region or wing commander.

e. Cadet Orientation Pilot. The following requirements must be met to be designated as a cadet orientation pilot:

- (1) Be an active CAP pilot at least 21 years of age (or 18 years of age with a valid FAA CFI certificate).
- (2) Have a minimum of 200 hours (500 hours for AFROTC orientation flights) total pilot-in-command (PIC) time in the category and class of airplane to be used. Glider pilots must have at least 50 hours or 100 flights as PIC of a glider or be a current CFI.
- (3) Satisfactorily demonstrate a thorough knowledge of the *Cadet Flight Orientation Program Syllabus* (CAPF 77) to a CAP check pilot and have the CAPF 5 flight check annotated as qualified to conduct cadet orientation flights.

(4) Be designated in writing as a cadet orientation pilot in the applicable aircraft group(s) by the present Executive Director, region or wing commander.

(5) Overseas cadet units may use military aero club aircraft and pilots to administer cadet orientation rides IAW CAPF 77. Military aero club pilots will comply with paragraph 3-2.e.(2) and be thoroughly familiar with the cadet orientation flight syllabus (CAPF 77).

f. Search and Rescue/Disaster Relief Mission Pilot. Qualified IAW CAPR 50-15.

g. Mission Check Pilot. The following requirements must be met to be qualified as a CAP mission check pilot in CAP aircraft.

- (1) Be a highly experienced and qualified mission pilot with a through knowledge of CAPR 50-15 and CAPR 55-1.
- (2) Have a minimum of 25 mission sorties as PIC and satisfactorily complete a CAPF 91, *CAP Mission Pilot Checkout*, IAW paragraph 3-9.a. of this regulation. This check is valid for 24 months through the end of the month in which it was taken.
- (3) Be designated in writing by the Executive Director, region or wing commander.

3-3. Pilot Aircraft Qualification Requirements. The following qualification requirements must be met to operate the indicated aircraft as PIC on CAP flight activities.